

Message Text

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71

ACTION EB-07

INFO OCT-01 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00 DODE-00

DOT-00 INR-07 NSAE-00 CIEP-01 FAA-00 L-03 MCT-01

SY-05 IO-13 SS-15 SP-02 NSC-05 TRSE-00 /074 W

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R 091651Z SEP 76

FM AMEMBASSY OTTAWA

TO SECSTATE WASHDC 989

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E.O. 11652: N/A

TAGS: EAIR, CA

SUBJECT: TERRORIST ATTACK IN ISTANBUL AND INTERNATIONAL AIRPORT
SECURITY

REF: A. STATE 212490 (PARAS 3 AND 4), B. OTTAWA 3529

1. IN COURSE OF SERVICE IN CANADA, EMBASSY TCO HAS PASSED THROUGH AND FREQUENTLY MET WITH OFFICIALS AT VARIOUS AIRPORTS. AT ALL LARGE AIRPORTS AIRPORT SECURITY CERTAINLY APPEARS ON A PAR WITH THAT PREVAILING IN THE UNITED STATES. HOWEVER, LAST JUNE DURING OFFICIAL TRAVEL IN NORTHWESTERN CANADA TCO NOTED THAT PRACTICES AT CERTAIN SMALLER AIRPORTS (NOTABLY EDMONTON MUNICIPAL, FORT MCMURRAY (BOTH IN ALBERTA), HAY RIVER, YELLOWKNIFE AND INUVIK (ALL IN NORTHWEST TERRITORIES); WHITEHORSE (YUKON); AND FORT ST. JOHN (BRITISH COLUMBIA) WERE NOT UP TO THE SAME STANDARD. GROUP WITH WHICH TCO WAS TRAVELLING THROUGH SOME OF THESE AIRPORTS IN MOT CHARTER FLIGHT WAS GIVEN NO SECURITY CHECK AT ALL AND PHYSICAL ARRANGEMENTS FOR CHECKING PASSENGERS ON SCHEDULED COMMERCIAL SERVICES APPEARED MINIMAL. WHILE THESE AIRPORTS ARE NOT MAJOR TRAFFIC POINTS, THEY ALL HAVE SCHEDULED SERVICE BY DOMESTIC AIRLINES USING LARGE JETS. THUS, POSSIBILITY OF AN INCIDENT ARISING AT THESE POINTS, INCLUDING ONE WHICH

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COULD RESULT IN ENFORCED MOVEMENT OF A HIGHJACKED AIRCRAFT

INTO U.S. AIRSPACE (EITHER ALASKA OR THE LOWER 48), APPEARS SIGNIFICANTLY GREATER THAN AT MAJOR AIRPORTS IN SOUTHERN CANADA. SHORTLY AFTER RETURN TO OTTAWA, TCO MENTIONED THIS OBSERVATION TO GRANT (EXECUTIVE OFFICER, CIVIL AVIATION SECURITY, MOT) WHO INDICATED MOT HAD BEEN PRESSING THE CARRIERS USING THESE AIRPORTS TO INSTALL FACILITIES AND OPERATE THEM BUT MOT HAD NOT BEEN SUCCESSFUL TO DATE.

2. EMBASSY DOES NOT REGARD AVAILABILITY OF FAA SECURITY TRAINING PROGRAM RELEVANT TO CANADA WHICH HAS ITS OWN ACTIVITY IN THIS AREA. HOWEVER, SHOULD FAA REGARD SITUATION AT SMALLER NORTHERN AIRPORTS AS WORRISOME IN TERMS OF U.S. INTERESTS, CONSIDERATION SHOULD BE GIVEN TO SYSTEMATICALLY ENCOURAGING GOC TO UPGRADE ITS SECURITY FACILITIES AT THESE POINTS. THIS COULD BE DONE THROUGH REGULAR INFORMAL CONTACTS BETWEEN FAA AND GOC AVIATION SECURITY OFFICIALS AND/OR THOROUGH EMBASSY IF CONSIDERED APPROPRIATE.
ENDERS

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